

One More Mile Riders

Information Bulletin

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2005

Riding is a way of Thinking @ www.ommriders.org

View from the Cockpit

The 2004 Year

Paolo Volpara © December 2004

Riding is a Way of Thinking

ONE MORE MILE

*Excellence in riding, Intelligence in touring
and Enthusiasm in sharing*

"One More Mile summarizes the belief that the Ride is as important as the Destination: the Group works to improve riding Safety, to promote advanced Training and to discover new and old places on two wheels. The OMM activities are open to all Clubs, Associations and individuals Riders. We aim to operate as a "Motorcycling Activities Center": the Members of the OMM Association place time, talents and resources at disposal of fellow Riders supporting financially the costs of OMM activities and managing the OMM events."

As usual we take advantage of the December issue to summarize the work done in the past year: and, as usual, the OMM Riders can be quite proud of what has been achieved in the last 12 months thanks to the intelligence and generosity of a small group. With some of the old friends we were recently considering the substantial change in the Turkish biking community during a very short time. Just few years ago competent riding, training, protective clothing, long distance riding, maneuvering exercises were unknown words. Contacts with the international groups of bikers were rare if not inexistent. The local community was small and sleepy with few exceptions in the sport activities. Today several groups, clubs and organizations are dedicated to promote competent, safe and entertaining riding. The Turkish community of riders is well connected to the international arena and better bikers are riding in Turkey and,

from Turkey, abroad. People approaching biking as sport activity have now a dedicated Federation, some importers spend time and resources on training customers, several riders are qualified trainers on European standards. The role of OMM as "Motorcycling activity center" has been a contributing factor to this new atmosphere and it is easy to forget how much we changed in such short time. All this would have been impossible without the contribution of riders belonging to the new generation of two wheels users: from the powerful engine of Enduro Club, to today EMOK and Ikiteker, to H.O.G. and Supereva Group. From the old Chopper Club to the current Istanbul Riders, from the newly formed women clubs "She Rides" to the clubs in the different cities of Turkey we own to all of them a great deal of gratitude for carrying the flag of competent riding. A lot of work remains to be done and the opportunity to expand our passion are limitless: the market is still very small and the reputation/image of bikers needs a constant upgrade.

On our side we are quite satisfied with what OMM managed to accomplish in the last year:

- We completed the adaptation to Turkish of the ADAC-DVR training manual and nine riders passed the examination of ADAC-DVR receiving the certificate of candidate trainers.
- We took part in the Istanbul Motorcycle Fair and in the EMOK Rally in Kutahya.
- We obtained the formal affiliation with IAM conducting two sets of examinations bringing the total number of IAM members in Turkey to 16.
- We introduced a new section of our Theory Lessons dedicated to City Riding and we completed in January the full course presentation.
- We conducted five "OMM – ARA Road" workshops (82 riders) and eight "OMM – ARA Control/Flex" (105 riders). At today more than 300 riders qualified in OMM – ARA Road workshops and the request for Control Sessions is just limited by the availability of the trainers.
- We continued the representation of the Horizons Unlimited Community acting as support center for travelers in Turkey. We also answered to more than 150 requests of information about riding in this Country.
- We tested for the first time an OMM – ARA Circuit session in Korfez under the supervision of Suleyman Memnun. The results were very positives and we will finalize this training opportunity in 2005.
- We published in Turkish and partially distributed the "RoadCraft" manual and we completed the translation of "Pass your IAM Test" Manual.
- We continue in our position of FEMA Observers for Turkey and we requested a formal recognition as full members from 2005.
- We continued in our support to the TMF in the training and sporting areas and we presented to the President a proposal for further extending our contribution. So far ARA is the only MC training curriculum approved by the Federation.
- We contributed to the creation of H-D Academy of Motorcycling with five training events. Supported by Efsane Motor this initiative has now received the "seal of approval" for methods and curricula from ARA.
- We published the ARA Training manual summarizing the principles, curricula and systems to be applied for professional training.
- On the road, we organized 8 rides including, for the first time, a Master Ride on the Black Sea coast at the end of July.

Planning Ahead

ARA Theory Course 2005
ARA Observed Ride

29-Jan-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	ARA Observed Ride
12-Feb-05	OMM - ARA Theory Course 1st Part	Park Orman Istanbul	10:00 to 16:00	Part One
19-Feb-05	OMM - ARA Theory Course 2nd Part	Park Orman Istanbul	10:00 to 16:00	Part Two
13-Feb-05	ARA RoadCraft Ride	Istanbul to Istanbul	09:00 to 16:00	ARA Observed Ride



Winter... not everybody's taste when comes to riding but a good opportunity to refresh knowledge and to gain new experience. **ARA will open the 2005 Theory Course on February 12; this year we will dedicate most of one day to the newly revised presentation of the RoadCraft System with new parts dedicated to City Riding, Winter Riding and Emergency situations.** The entire course will be developed in

two days of presentations, discussions and audiovisual supports. Book 12 and 19 of February in your diary: not only to check the principles of good riding but also to meet new and old friends planning the 2005 year.

As promised we opened ARA Community group and you can join it by registering at: <http://autos.groups.yahoo.com/group/AdvancedRidingAcademy/>



This is the connecting and informing tool for riders committed to competence and excellence. OMM wants to continue in the training mission following, in 2005, the example of IAM groups around the world: we will keep training as a non-profit activity open to all Turkish Riders in possession of a valid riding license. The Advanced Riding Academy will be not only a tool for expanding the knowledge motorcycling techniques but, primarily, a team of friends representing in action the best of road riding. We

will organize monthly an Observed Ride freely open to all riders who took part in an ARA Workshop (OMM-EMOK or HD AoM): on an itinerary around Istanbul we will ride for 5/6 hours stopping every 45 minutes to analyze and discuss the way we handle the bike. Yes... we will stop for lunch and we will have fun as well. **The first ride is planned for January 29 and the second for February 15. I will attend both as Trainer and we will have IAM members helping with experience and safety. Places are limited (we do not want big groups) and to take part you should first register at Yahoo and then send a note booking your place to [Apo Hekimhan](#)**

The OMM Activities in December

An ode to simplicity

In December and in the first weeks of January I had four rides (for a total of almost 1.000 K) that brought back the flavor and the pleasure of old time biking. In two of these rides I had as guide Engin Serozan (OMM member) expert guides to the unknown roads of Turkey. In all cases I experienced a satisfactory return to simple riding without complicated machinery, without presumptuous ideas and without complications of any kind: just the road and two wheels. Accomplices of these rediscovered pleasures were simple tools: an old Ducati 916 in standard conditions and a relatively new Husaberg 550. Both bikes are "an engine between two wheels" with little left to additional elements. Especially the Husaberg with light weight and fast response is now becoming a favorite on Turkish road only limited by the size of the tank and the need of frequent service. Aboard this kind of machine I move back to "good old times" when simplicity was the name of the game. Accomplice as well was the choice of roads: Engin (on top of his 640 KTM Adventure) has no limits to his fantasy of how to go from A to B. Counting on his (large) experience he needs little planning and all the usual conversations about the conditions of the road are eliminated at the source. Paved, badly paved, unpaved, off-road are all options that Engin takes with incredible style. Again this attitude (and capacity) makes life simpler and talks millions about the kind of bike you should have, at least in this Country. Finally, last but not least, accomplice of the joy of riding in simplicity is my old [Darien Jacket](#) and pants. After numerous tests of different brands it is quite a joy to go back to Andy Goldfine creation (www.aerostich.com) and feel something as simple as a pair of Jeans and as protective (against crashes and bad, muddy weather conditions) as a good shield. If I have to make a resolution for the New Year I promise myself to go back to simple light bikes and to simple, open to all chances, rides. With Engin, I hope.



The Mad Run of OMM on the first day of the New Year is now a well accepted tradition in Turkey and in Istanbul more than 40 bikes took the road on January first to dispel the hang-over of New Year celebrations and to do, on day one, something that we all hope to continue in doing all year around. Engin (again) was, with Alp Berker, the responsible for the itinerary and he selected a long arc along the

Asian shore of the Bosphorus and the Black Sea. Impossible to show a map of the ride because most of the roads selected are not shown on available charts: from the heights of the second bridge over the Bosphorus we descended toward Beykos to turn in the direction of Anadolu Kavagi (the end of the Anatolian land on the north side of the straights. Weather covered but mild with occasional drizzle did not deter the enthusiasm of the participants with several ladies attending for the first time this kind of event. Climbing above Anadolu Kavagi with the view of the remains of the Genovese Castle built in Byzantine times and guarding the entrance of the Bosphorus. We continued along silent roads toward Riva with splendid and dramatic views of the Black Sea turning then toward Omerli- Sile to reach our final destination Polonezkoy. *"The Polish village (this is the meaning of Polonezkoy) was founded in 1842 by refugees from Poland who called it Adampol after the exiled Polish leader Prince Adam Czartoryski. In 1853 Prince Adam organized a Polish contingent to fight with Turkey and Britain in the Crimean War, and they served with such distinction that Abdul Mecit I granted them this area of land in perpetuity.*

Today, many of the younger generation have left, but there are still some Polish families who farm the land. What started as a sideline-providing gargantuan Polish meals (home produced pork was a specialty, especially for foreigners), simple accommodation and peaceful rural seclusion to visitors from Istanbul-became so popular that the village now appears to consist mainly of restaurants, pensions and hotels. The simple church, built in 1914, and the cemetery up the hill from it, are peaceful and lovely places."

In Polonezkoy we rested for more than an hour exchanging wishes for the New Year, kicking tires and planning new rides for 2005. Rain started on the way back... too late to spoil the party.

EMOK announced in December the opening of a training school for members and non members. The EMOK's school follows the ARA system for Theory and Control and it is endorsed as ARA training (the trainees will be registered in the [ARA Community list](#)). On the 26th of December at Autodrom by EMOK and OMM members' Şahin Şair, Hakan Erman and Kemal Berker conducted with large participation the first EMOK-ARA Control workshop. More information at <http://www.emok.org/>

Following an interesting meeting of presentation of OMM to new riders we have now more embers in the One More Mile Group. Please welcome:

[Barış Akkiris](#), [Ömer Karahan](#) (with Silver qualification in ARA Class 18), [Reha Erkli](#) (with Bronze qualification in ARA Class 18), [Yigit Guler](#); yigitguler@gmail.com, [Yigit Karis](#) (with Silver qualification in ARA Class 19), [Mehmet "Memo" Ucer](#) (with Silver qualification in ARA Class 12 and CBT instructor) [Evren Ozpeker](#) (with Silver qualification in ARA MeART Class 1) and [Ikbal Erenyol-Volpara](#).

Right to Ride

Driving license directive
Initial Rider Training

While a new proposal for Riding License is on the floor of the Turkish Parliament and it is quite confusing in terms and conditions, the European Parliament will vote on the 19 of January a directive that will impact all the European Countries. The Turkish biking community (Groups and Clubs) must link with the TMF to guide the legislator on the selection of a protocol respecting on one side the rights of the bikers and on the other the need for competence and proper qualification. From 12/2004 The voice of European Motorcyclists (FEMA)

<http://www.fema.ridersrights.org> we report here two articles on this subjects as contribution to the debate. The TMF is member of the FIM.

"The European Commission proposal for a recasting of the driving license directive is presently being addressed in the European Parliament. In view of the vote in the Transport

Committee (19th of January), the Motorcycle Community has been meeting MEPs and making representations in order to improve the Commission proposal.

The recasting of the driving license directive is a subject very close to the European citizen, as it deals with issues related to people's safety and mobility. In recognition of the important implications for the motorcycle sector, FEMA, FIM (Federation Internationale de Motocyclisme) and ACEM (the Motorcycle Industry in Europe) have decided to work in partnership and jointly make representations as "the Motorcycle Community" during the discussions in the European Parliament. Whilst the Motorcycle Community broadly agrees with the spirit of the European Commission proposal, it believes that the Powered Two-Wheeler part of the proposal can be further improved and that any position in the discussions should be taken on the basis of scientific information. To that end, a position paper based on the findings of MAIDS (Motorcycle Accidents In-Depth Study, a study on motorcycle safety carried out in five EU countries by independent research teams and co-funded by the European Commission), was presented to the Members of the European Parliament (MEPs). Since September, several meetings were organized with Rapporteur Belgian MEP Mathieu Grosch and other MEPs sitting in the Transport Committee. The Motorcycle Community also attended a Hearing on Driving Licenses organized in the European Parliament.

The deadline for amendments to the Commission proposal has now expired and FEMA would like to thank the MEPs who recognized the arguments put forward by the Motorcycle Community and tabled amendments to that end. In view of the vote in the Transport Committee on the 19th of January, FEMA, FIM and ACEM will seek to rally further support for these amendments, with the objective of reaching a result achieving the right balance between safety, mobility and accessibility of Powered-Two Wheelers.

When asked to comment on this issue, FEMA Secretary General Antonio Perlot said: "FEMA supports the establishment of a balanced stepped approach to Powered-Two Wheelers, as long as this is based on reliable information and taking into account all aspects related to motorcycle safety. Rather than looking for quick-fixes by unreasonably limiting access to these vehicles, devising a better access to Powered Two-Wheelers means focusing on the relevance of experience rather than age, and on the quality of a cost-effective initial rider training. FEMA is committed to that objective through the Initial Rider Training project."

Initial Rider Training

The international riders' organizations, FEMA and FIM, and the motorcycle manufacturers' association ACEM, are developing a European model for Initial Rider Training (IRT). The objective of this EU co funded project, which is also sponsored by Vägverket, the Swedish road traffic authority, is to ensure that the training needed for a rider to be able to obtain a motorcycle license provides the range of necessary skills and knowledge. The provision of initial rider training in Europe, that is the training needed to obtain the necessary knowledge and skills to safely ride a scooter or a motorcycle and to gain an A category license, varies widely within the 25 Member States of the European Union. Ranging from the virtually nonexistent to the extensive and very expensive, the existing national arrangements often fail the trainee rider through concentrating on machine control skills and overlooking crucial areas such as rider attitude and behavior and hazard awareness and avoidance.

These were among the conclusions of a study undertaken in 1997 by the then Federation of European Motorcyclists, now FEMA, which was supported by ACEM and FIM.

Some of the problems it identified may have improved in some of the then 15 Member States. But it is generally believed that the expansion of the European Union has resulted in an overall worsening and a growing belief that the development of a European approach to initial rider training could make a considerable contribution to reducing accidents amongst this group of vulnerable road users.

This view was shared by the European Commission's Directorate- General for Energy and Transport, who agreed to co-fund the project. This has been matched with contributions from ACEM, FEMA, FIM and Vägverket. A Supervisory Board has been established. Comprising of leading experts from the range of disciplines needed to progress the objective of the IRT

Project, the Supervisory Board will delegate tasks to the various specialties and oversee the work of the Project Coordinator.

Following a search for a suitably experienced person, ACEM, FEMA and FIM agreed to appoint Bob Tomlins as the Project Coordinator of the IRT Project. His experience in the positions of FEMA's General Secretary and Assistant General Secretary, and as the Project Coordinator of the 1997 study and the author of the report entitled

Initial Rider Training in Europe - the Views and the Needs of the Riders, make him eminently suited for the challenges of this new IRT Project. To enable Bob to concentrate on the IRT Project he has relinquished his main FEMA responsibilities.

"This really is an exciting development which has the potential to significantly reduce the number of accidents involving powered two wheels riders in Europe", says Bob Tomlins "Riders often confuse good machine control skills with safe riding. The project will focus on the needs of training programs to recognize the importance of attitude and behavior, and hazard awareness and avoidance practices." For more information on the project, contact directly the coordinator Bob Tomlins: Phone +32 (0)2 736 9764 E-mails: IRT@chello.be, bob.fema@chello.be Soon, the IRT Project will have its own web-site at: <http://www.initialridertraining.com>

Read and Ride: Material for Training

Damon l'Alson Lesson Three and Four
Keith Code. Rider Improvement: what there is to learn.

Damon l'Alson on Bike UK Magazine conduct a set of 12 lessons for competent riding and we plan to present two lessons at the time summarized in this bulletin. (LESSON ONE and TWO appeared in November Issue)

LESSON THREE: BRAKING

The more weight you can smoothly transfer onto the front tire's contact patch' the more brake you can apply without losing traction. A small amount of initial pressure will allow the bike's weight to tip onto the front wheel allowing more grip thanks to the extra downward pressure. Subsequently you can apply yet more braking power.... as you apply the brakes smoothly, so should you release it... a sudden release will cause the fork to spring back to full extension rapidly unloading the front tires.

Comfort braking, subconsciously brushing the brakes on the way into a corner, is something we are all guilty of especially when we are tired or tense. Ask yourself if you really need to brake at all, whether you really needed to slow down or if a lower, more responsive gear might have let you simply back off and turn. You'll have fewer surprises if you keep looking well ahead adjusting your speed into a corner before you get there. The smooth, controlled application of the front brake, being able to get up to a maximum braking power very quickly really counts... practice braking hard until it becomes subconscious.

ARMS. Bent arms allow you to push the weight backward if the rear wheel starts to leave the ground.

UPPER BOY. Move weight forward as you start to brake to put more weight through the front tire. As you get more grip and more of the bike's weight transfers front you can move back to prevent stoppies.

LEFT HAND Keep the clutch engaged during emergency stops.

KNEES share the braking forces throughout your body by gripping the tank with knees.

RIGHT FOOT - RIGHT HAND do not cover brakes outside of town. Only brake when you mean it.

LESSON FOUR: COUNTERSTEERING

Your already counter-steer. How do we know? Because if you did not, you'd never get around a corner. Ever. But thinking about what you do, experimenting, practicing and understanding how your inputs affect the bike will make you a faster more confident rider. If for no other reason than practicing a counter-steering technique can get you and the bike out of trouble. The majority of today's serious bike accidents are put down to 'rider error', often a

failure to take a bend. In many cases analysis suggests that the bike may have tackled the corner but the rider had stood it upright or failed to turn it hard enough.

... The magic formula? push forward on the right hand bar to turn right; left for left... it does not matter what you do with the rest of your body... if you don't turn the bars you won't turn the bike... By pushing with your palms you'll find there is no need to grip the bar tightly. Do the bars push in tandem with dropping a shoulder (again on the inside of the bend) and consciously looking where you want to go... Want a tighter line? push harder. Want to widen it? Just let pressure off...

UPPER BODY: Monitor for tension.. shoulders should be mobile, relaxed and free to swivel. Dropping the inside shoulder will help to put pressure on the bar.

LOWER BODY: When exercising counter-steering forget any movement on the lower body. Focus on upper. elbows and head.

HEAD: Outside, point the nose where you want to go, inside think 'push the bar'

ELBOWS: Keep elbows bent, stay loose. If you tense up and stiffen at the elbows you'll lose fine control.

HANDS: Keep them relaxed, resting on the bars, not gripping them. Push with your palms rather than pulling the bars towards you. This leaves your fingers free to operate levers and throttle. To separate throttle and steering push through the shoulders and elbow to the outside of the palm.

We are re-publishing some of the good articles appeared in the past issues of the bulletin. This one comes from Keith Code founder of the California Superbike School and author of several books on training.

It is titled: "Rider Improvement: what there is to learn. Keith Code © California Superbike School 2001"

There are two lists here. The first is the six categories of riders and how they regard the idea of training and rider improvement. The second is a list of results, the kinds of things we look for and you should expect from training.

The Six Categories of Riders

1. Ones that have tried to improve, failed at it and lost interest. They're basically locked-up on the whole subject of rider improvement, they don't want to know about it.
2. Riders that say there is nothing to learn. This category of rider often says that seat time will handle it. They'll change the subject or politely dismiss what you have to say about riding technique.
3. Those that actively speak against learning. Hey, you just get on the bike and do it. I don't crash, what is there to learn...don't waste your money on a school buy a nice pipe instead. Schools suck. These guys are antagonistic
4. Those that have a vague desire to improve but lack information about how to. They have a want but it goes unfulfilled. For one reason or another this rider just doesn't take the next step. They HOPE it will get better.
5. Those that become interested in learning more. They will talk about improvement. They will listen to advice but still remain passive. This might be the most dangerous of all the categories because this rider will listen to just about anything. They might hear, "you don't know how fast you can go until you crash", and actually try it!
6. Riders who do something to improve. Here you find the rider who reads articles, goes to track days in search of answers or comes to a school. They make a commitment to improve and take definite steps to do it.

All riders are in one of those categories on the subject of rider improvement.

It's no secret that I am in the business of training riders. I do it because I know it works and over the past 27 years of doing it I've noticed a few things about riders who take the plunge to improve. Here is what we see in our students:

1. Once a rider is trained, they can begin to handle cornering problems and situations on their own. They understand and make sensible corrections that actually correct.
2. Many riders talk about getting rid of their bad habits. Trained riders look at it from the other perspective; the perspective of improvement. The first is based on losing the second is based on gaining.

3. Riders who are trained can read the feedback the bike is giving them easier than those who are not trained. They can tell you what the bike is doing.
4. Trained riders can actually offer constructive help to others who are interested and want to improve. If a rider is turning in too early or too late, has poor throttle control or is rushing the corners and making it worse, it becomes obvious to them.
5. Trained riders can spot what is wrong and tend to not make the same mistakes over and over. Their understanding allows them to apply what they know.
6. Trained riders gain an appreciation and an even greater respect for what professional riders can do because they can see what the pro is doing and why.
7. A trained rider can apply their understanding to any riding situation. Understanding of the key skills allows them to be applied anywhere, anytime.
8. Riders who are trained are safer. Safety is more a state of mind than it is a situation and trained riders can maintain their control over situations. That is as safe as you can get.
9. Once a rider improves, and knows what and why they have improved, it opens the door to virtually unlimited improvement. Confidence comes from knowing that the bike will do what you want it to do when you want it to do it.
10. Having a plan on how to apply specific riding techniques demonstrates a rider's expertise to himself and others. Learning the skills gives them real tools to handle real situations and you can see it.
11. Training creates proficiency. Becoming proficient at the things we love is one of the great joys of life.
12. Training brings about control over the "knee jerk" reactions that cause riders to make errors which can be dangerous. Knee jerk reactions only happen to riders when they don't have the right skill or technique for the situation.
13. Whatever skill level a rider is at, training brings about a solid certainty of ability. Training helps to stabilize their level of skill providing a foundation to advance from.
14. When a rider understands and can apply workable riding techniques their sense of well-being is increased. This is the part you feel in your guts.
15. While seat time can give riders the sense that they can handle it the "next time", training brings about understanding and the ability to handle things as they occur.
16. Training gives riders a solid foundation of skills and the knowledge and certainty that their riding won't get worse. They can make mistakes and it doesn't defeat them.
17. Riders who are trained tend to get along with motorcycles and motorcycles tend to get along with them. That is the natural result.
18. Once you can apply key riding skills you have successfully overcome the instinctual fears in that area of riding. At that moment you have control.
19. When a rider feels he can control the motorcycle he has fewer frustrations with it and has the sense that he can coax it into cooperating with him, even in emergencies. This is another gut level feeling you'll get from training.
20. Riding itself is fun. Training lets you know why it is fun and how to increase the fun.
21. By understanding the technology of riding you can at last begin to develop your very own style. Riders become more fluid and begin to look natural on the bike.
22. Unsuccessful efforts to improve result from a lack of understanding. That is the only reason.
23. The answers to HOW and WHY that results from training put a rider in control. Making the bike do what you want it to become easy.
24. You can sit around and desire to be better but training is the only guarantee that your urge will be fulfilled. That is the true beauty of training--you WILL improve.
25. Riders put out a lot of physical and mental effort when they are trying to improve. Training lets them know how much of that effort is actually helping to achieve their goals.
26. With training, all corners can become your friends. You really do grin when you see one.
27. Riding is one of the things that become more interesting and more exciting and more fun once it is understood. This is a no-brainer, it's so obvious.
28. Training makes riders noticeably more aware of their surroundings. This is a pleasant and usually unexpected result but it happens all the time.

29. Trained riders don't continue to have mysterious things happen to them when they ride. They know why the bike ran wide, how to get a better line, if it was too much speed, if it was too much braking or too little, etc.
30. You could wear out 10 motorcycles and countless sets of tires to get the improvement available to you in one single day of training. We've seen it ten thousand times.
31. Seat time is good but understanding makes the seat time far more worthwhile. The only problem with seat time is that most riders spend it practicing their mistakes.
32. Because trained riders have certainty on what should happen and how to get predictable results with the bike, it shortens the time it takes to react in tense situations. It feels like you were already prepared for the emergency before it ever happens and it usually never does.
33. A trained rider can tell when things are going well. They know what needs to be corrected and when to correct it or when to leave it alone.
34. Getting trained is less expensive in the long run. Probably in the short run too.
35. Training strips away confusions and complexities. When riding feels simple, control is simple. When control is simple any rider has confidence.
36. Trained riders look as though they were part of the bike. Riders who look uncomfortable are uncomfortable, training turns that around. My riding instructors are trained to observe these points and the really amazing thing is we see changes like these in every student. Effort or Training. Truly enthusiastic riders do have the urge to improve. Unfortunately, 99% of them waste their riding time and their money hoping that seat time will handle it. That doesn't mean they aren't going to improve, it means that it will take longer, cost more and the results will be sketchy. Most likely there will be a lot of effort involved. What are the possibilities besides training or trying harder? Will experience alone sweep away those uncertainties? Will more effort get you the next five seconds, will it get you the level of control you want? Training works.

Ride in Gear

Head Up Display in your visor

For long time we spoke between bikers about "Top Gun" stuff: information display on the helmet's visor. Do we need it? Maybe not but is sound cool... Now a Company is coming up with an expensive accessory that will put speed, revs and gear on the top right corner of the visor. See a demonstration and (if you have in excess of 300 US\$) order to be the first with pilots gizmos. "[SportVue™ MC1](#) is the first wireless personal display designed to enhance your motorcycling experience. It enables you to know speed, rpm and gear information faster than looking down at the gauges, providing you more time to focus on the road. Whether you're interested in taking the right line, hitting the apex or simply being ready for traffic ahead, SportVue™ MC1 can provide you the performance advantage formerly accessible only in military and automotive applications."

BMW is soon introducing the System 5 with wireless communication system (Bluetooth) incorporated in an ultra light helmet.



[Riderlight®](#) is a wireless brake light system that includes a transmitter and a water-resistant flexible receiver strip of LED lights. The transmitter clips onto the motorcycle's existing brake light wiring. The receiver strip attaches to the back of a helmet or other hard surface. When the brakes are engaged, the LED's on the receiver strip illuminate for five seconds, then flash intermittently as long as the brakes are engaged.

Ride the Web

The Code of the MegaRider

The MegaRider Organization at <http://www.megarider.com> presented in the December issue of the bulletin what they call " THE CODE OF THE MEGARIDER" It is a good statement that should be taken as personal commitment by all competent riders: "As a responsible rider I understand and accept all the risks that I may encounter while motorcycling, whilst trying to minimize those risks. My responsible riding duties include:

- Riding within the limits of my ability and training.
- Evaluating the conditions before every ride to make sure that they fit my personal capabilities.
- Being familiar with and checking my equipment before and during every ride.
- Continually monitoring the environment and situation around me whilst riding and being proactive and precise in my reactions to it.
- Knowing my riding partner's ability level as well as my own.
- Accepting responsibility for my own safety on every ride.

As a responsible rider I understand the risks I may encounter while motorcycling and, while riding, I will pro-actively adjust my riding to minimize those risks.

I will seek experience and knowledge from those with more and will share mine with those who have less.

I understand that my equipment can be excellent... but it's not responsible for me.

I know that the training I have received is excellent... but it's not responsible for me.

I accept that my buddy is an excellent rider... but he's not responsible for me.

I reluctantly understand that car drivers should be better drivers ... but I can't expect them to assume responsibility for me.

I AM RESPONSIBLE FOR ME.

Aras Kargo (one of the leading delivery company in Turkey) sponsor a website together with Atlas Magazine. Only in Turkish <http://www.ulkemitaniyorum.com> Presents some nice itinerary and good pictures

As the only British Boot Manufacturer Altberg is a brand of quality and tradition listed on top places recently in a research among bikers. The founder, Mike Sheehan, is a dedicated walker and motorbike devotee and one look at <http://www.altberg.co.uk/> will give you an idea why the Clubman Classic is such a stylish boot while, at the same time, providing you with a deep knowledge of boots construction. Most models are made to order and Altberg offer a made to measure custom/fitting service.

Just for Fun

Old-As-You Bike Club



The "Old-As-You Bike Club" has in Turkey few members that we know: two of them (Yakup and Selim) have already sold the "old love" in order to eliminate worries. I go around in an aged Suzuki Katana but I wish it had my age (1981 model). Definitely one needs "good stomach and nerves" to keep loving an old bike. So temperamental and so different from the modern

ones. If you add to age Englishness the nerves need are almost above human capacity. Enter our friend Ian Johnson: he writes:

"Sorry I couldn't get to the OMM rally but yet again it clashed with our London based board meeting. Still, it gave me the opportunity to try out my latest acquisition and bid for your "Ride a bike as old as you" club ! Meet my 1956 Velocette Venom

"Made in Birmingham"....just like me! 500cc's of pure English engineering.....including poor starting and copious oil leaks; no wonder the Company went bankrupt in 1971. But what style ! Still need to sort out it carburetion.....I managed all of 4 km before it expired on me ! Oh, and I still need to find a dynamo case"

The OMM Ring of Friends

Maria Nordqvist in Phuket
Thomas Goltz on the snow of Montana



The great tragedy that "changed" the world during the New Year holidays has been lived by Maria Nordqvist (maria.nordqvist@svmc.se) of FEMA Sweden. She wrote a brief note full of real drama: *"I felt my bed shaking around 08.15, but never thought so much about it. It was my last day in Thailand, we were staying in a hotel in Patong, Phuket. I had the one and only sleeping morning and went down for breakfast. Was on my way to Patong city to shop and work on the tan. While sipping my third cup of coffee the staff shouted for me to come and watch the sea. In only 2 minutes there was a 300 meter or more wide beach! Amazing. Then the water started to boil. And then the water turned towards us in a gigantic wave. Myself and the people from the hotel ran like maniacs back. People were swept way from the beach and the beach road behind us. Went up and woke Olle, who slept through the earthquake. We ran to the roof and after about 5 minutes the second wave came. (Maria took the picture presented here) Then we finally understood that something was very much wrong. We and the rest of the guests ran around... where do we go? We went down to our room and packed most of our things. We were backpackers this time....Then the third wave came and we had water up on the balcony on the second floor where we lived. I did not want to leave the room but Olle convinced me. When the water started to vanish we waded out from what was left of the first floor of a very nice hotel. Not much.... We stayed 12 hours in the mountains waiting for a new much bigger wave that never came. We got everything we needed from the wonderful Thai people at our hotel. All guests who were there that day survived. At 22.30 the same night we got a message that our flight was actually on and we managed to make it to Phuket airport. We came to Sweden with the first plane after the accident, 27 December"*



Our good friend Thomas Goltz, legendary leader of the Baku Cehyan Rally (a report on the 2001 event to be published soon on the web) is riding three wheels in the snow of Montana. Please notice that while Thomas is posing some brave rider is taking a Triumph Tiger (see cockpit) in the storm. Thomas just published "Chechnya Diary: A War Correspondent's Story of Surviving the War in Chechnya" following the well documented "Azerbaijan Diary: A Rogue Reporter's Adventures in an Oil-Rich, War-Torn, Post-Soviet Republic" . Both books are available at [Amazon](https://www.amazon.com)

Ride and Think

As you know our friend and master Jon Taylor trains riders in UK with the [Rapid Training School](#). The School is conducted by a group of Police Motorcyclists but "the instructors were motorcyclists long before they became policemen". From this group of experts (in riding and in laws) comes a short set of suggestions on how to avoid fines for speeding keeping a clean record on our driving license. Although written for the UK situation these rules can be successfully applied in every country. So, how can we stay safe, and keep a squeaky-clean license? Simple, sell your bike - but if that doesn't appeal, then there are some guidelines that you should try and stick to.

1. Don't speed in town. This is where 90% of speed enforcement is conducted. Most accidents (although not most bike accidents) occur in 30 mph speed limits, therefore resources are targeted at the problem area. Cameras and the man with the hair dryer are all to be found in these areas. If you find it difficult to quell your urges, remember going too fast in town won't allow people see how cool you look. Do slow down so they can take in your stylish use of florescent green and purple!
2. Don't be the fastest vehicle on the road. Whilst being overtaken is a concept most motorcyclists will never quite get their heads round, having someone flush out the Feds from the road ahead can be very satisfying. Especially useful on long Motorway journeys - let the Rep revving the nuts of his Volvos slide past you... it is just plain decent of him to collect the points on your behalf.
3. Never exceed three figures (miles) on the Motorway. For some obscure reason the powers that be think this is dangerous and you are likely to lose you license. There is no pleasure in speed in a straight line so get off the Motorway and find a more challenging route.
4. Use speed sensibly. You are more likely to get away with a bollocking, if you didn't also take 500 meters of solid white line and force an oncoming car into the ditch.
5. When you are stopped for speeding, be humble! Grovel as best as you can, be amazed by his prowess is catching you, remember you are playing a game where the copper holds the entire deck. There is little point getting stroppy or asking if he knows his parents. Only offer sexual favors as a last resort.
6. Of course the best advice is don't speed! And we all stick to that, don't we?
 - When your thoughts about motion match the real motion, you are right.
 - When you can consistently match the motion with your thoughts, you are a good rider.
 - When you can think through a turn and plan the motion, you are a very good rider.
 - When you can plan and predict motion – and the changes in motion – and can adjust them while riding to suit your plan, you are the best.

What lies behind us and what lies before us are tiny matters compared to what lies within us.

This Bulletin is edited by [Paolo Volpara](#) with contributions from bikers in Turkey and abroad. OMM produces a revised version of the bulletin in Turkish language. Sent to approx 2.000 riders who registered for distribution, the Bulletin is also available for download at <http://www.ommriders.com/bulletin/pdf.jpg>

For additional information on OMM activities contact One More Mile rider in your city:

Training	Apo	Hekimhan	bukalemun@turk.net
Touring	Bulent	Boytorun	bulent@zapmedya.com
Bulletin and Web Site	Emre	Ersahin	eersahin@targetyouth.com

Contact in Eskisehir	Baris	Sutken	sutkenlaw@ixir.com
Contact in Izmir	Serhat	Kilavuz	serhat@polatkanmotor.com